

# **Transportation Appropriations Bill House File 2494**

Last Action:

**Final Action**

May 3, 2018

**An Act relating to transportation and other infrastructure-related appropriations to the Department of Transportation, including allocation and use of moneys from the Road Use Tax Fund and the Primary Road Fund.**

**Fiscal Services Division  
Legislative Services Agency**

## **NOTES ON BILLS AND AMENDMENTS (NOBA)**

Available online at [www.legis.iowa.gov/publications/information/appropriationBillAnalysis](http://www.legis.iowa.gov/publications/information/appropriationBillAnalysis)

LSA Staff Contact: Michael Guanci (515.729.7755)

**FUNDING SUMMARY**

---

<b>FY 2019:</b> Appropriates a total of \$380.8 million and 2,722.0 full-time equivalent (FTE) positions for FY 2019 to the Department of Transportation (DOT). This includes \$51.0 million from the Road Use Tax Fund (RUTF) and \$329.8 million from the Primary Road Fund (PRF). The appropriations represent a decrease of \$5.8 million and no change in FTE positions compared to estimated net FY 2018.	Page 2, Line 1
---	----------------

**MAJOR INCREASES/DECREASES/TRANSFERS OF EXISTING PROGRAMS**

---

Appropriates a total of \$47.7 million for administrative services. This is a decrease of \$770,000 compared to estimated net FY 2018.	Page 2, Line 22
--	-----------------

Appropriates a total of \$9.0 million to the Planning, Programming, and Modal Division. This is a decrease of \$113,000 compared to estimated net FY 2018.	Page 2, Line 25
--	-----------------

Appropriates a total of \$27.0 million to the Motor Vehicle Division. This is a decrease of \$10.7 million compared to estimated net FY 2018.	Page 2, Line 28
---	-----------------

Appropriates a total of \$4.8 million to the Strategic Performance Division. This is an increase of \$882,000 compared to estimated net FY 2018.	Page 2, Line 31
--	-----------------

Appropriates a total of \$258.1 million to the Highway Division. This is an increase of \$11.6 million compared to estimated net FY 2018.	Page 2, Line 34
---	-----------------

Appropriates a total of \$3.6 million for the Statewide Interoperable Communications System. This is a new appropriation for FY 2019.	Page 4, Line 14
---	-----------------

Appropriates \$242,000 to fund the production and printing of paper transportation maps. This is an increase of \$242,000 compared to estimated net FY 2018.	Page 6, Line 7
--	----------------

Appropriates \$10.5 million for inventory and equipment replacement. This is a decrease of \$70,000 compared to estimated net FY 2018.	Page 6, Line 10
--	-----------------

Appropriates \$1.8 million to fund the renovations to the Waterloo maintenance garage. This is a new appropriation for FY 2019.	Page 7, Line 4
---	----------------

**SIGNIFICANT CODE CHANGES**

---

**EXECUTIVE SUMMARY**  
TRANSPORTATION APPROPRIATIONS BILL

**HOUSE FILE 2494**

Amends the sunset date for 2017 Iowa Acts, chapter [149](#) (Motor Vehicle Regulations and Enforcement) to July 1, 2019.

Page 7, Line 20

Amends Iowa Code to allow for special minor's driver's licenses to be issued to students attending accredited nonpublic schools.

Page 7, Line 28

**EFFECTIVE DATE**

---

Specifies that Division II, relating to sworn officers authorized by the DOT, is effective upon enactment.

Page 7, Line 24

House File 2494 provides for the following changes to the Code of Iowa.

Page #	Line #	Bill Section	Action	Code Section
7	28	5	Amend	321.194.1
8	18	6	Amend	321.194.2.a
10	3	7	Amend	321.194.3

2 1 DIVISION I  
2 2 FY 2018-2019 APPROPRIATIONS

2 3 Section 1. 2017 Iowa Acts, chapter 164, section 3, is  
2 4 amended to read as follows:  
2 5 SEC. 3. ROAD USE TAX FUND. There is appropriated from the  
2 6 road use tax fund created in section 312.1 to the department of  
2 7 transportation for the fiscal year beginning July 1, 2018, and  
2 8 ending June 30, 2019, the following amounts, or so much thereof  
2 9 as is necessary, to be used for the purposes designated:

2 10 1. For the payment of costs associated with the production  
2 11 of driver's licenses, as defined in section 321.1, subsection  
2 12 20A:  
2 13 .....\$ 1,938,000  
2 14 .....3,876,000

2 15 Notwithstanding section 8.33, moneys appropriated in this  
2 16 subsection that remain unencumbered or unobligated at the close  
2 17 of the fiscal year shall not revert but shall remain available  
2 18 for expenditure for the purposes specified in this subsection  
2 19 until the close of the succeeding fiscal year.

2 20 2. For salaries, support, maintenance, and miscellaneous  
2 21 purposes:

2 22 a.—~~Operations~~ Administrative services:  
2 23 .....\$ 3,350,073  
2 24 .....6,677,758

Section 1 of this Bill provides Road Use Tax Fund (RUTF) appropriations to the Department of Transportation (DOT) for FY 2019.

Road Use Tax Fund appropriation to the DOT for costs associated with the production of driver's licenses.

DETAIL: Maintains the current funding level compared to estimated net FY 2018. The appropriation will provide for electronic processing (use of debit or credit cards) for payment of driver's licenses, nonoperator identification cards, and civil penalties. The appropriation includes costs for the lease of the Driver's License Digitized Photo Imaging System.

CODE: Permits any unexpended funds remaining at the close of FY 2019 to remain available for expenditure through FY 2020.

NOTE: [Senate File 516](#) (FY 2018 Standing Appropriations Act) permits salary adjustments to be funded from unappropriated moneys remaining in the RUTF and the Primary Road Fund (PRF) for FY 2019.

Road Use Tax Fund appropriation to the DOT for administrative services including funding for the Administrative Services Division and the Information Technology Division.

DETAIL: This is a decrease of \$107,779 compared to estimated net FY 2018. Administrative services also receive an appropriation of \$41,020,512 from the PRF in this Bill, for a total appropriation of \$47,698,270. The total appropriation is a combined decrease of \$769,854 compared to estimated net FY 2018. The decrease is due to the transfer of 6.00 full-time equivalent (FTE) positions and associated salaries from the Administrative Services Division to the Strategic Performance Division.

NOTE: Administrative services include the Administrative Services Division, Information Technology Division, Office of the Director,

2 25	b. Planning:		
2 26		.....\$	224,770
2 27			<u>447,822</u>

Transportation Commission, and General Counsel.

Road Use Tax Fund appropriation to the DOT for the Planning, Programming, and Modal Division.

DETAIL: This is a decrease of \$5,638 compared to estimated net FY 2018. The Planning, Programming, and Modal Division also receives an appropriation of \$8,508,616 from the PRF in this Bill, for a total appropriation of \$8,956,438. The combined funding is a decrease of \$112,757. The decrease is due to the transfer of 1.00 FTE position and associated salary to the Strategic Performance Division.

NOTE: The Planning, Programming, and Modal Division includes the Offices of Aviation, Rail Transportation, Program Management, Systems Planning, Public Transit, and Transportation Data.

2 28	c. Motor vehicles:		
2 29		.....\$	18,005,103
2 30			<u>25,962,748</u>

Road Use Tax Fund appropriation to the DOT for the Motor Vehicle Division.

DETAIL: This is a decrease of \$10,214,176 compared to estimated net FY 2018. The Motor Vehicle Division also receives an appropriation of \$1,081,781 from the PRF in this Bill, for a total appropriation of \$27,044,529. This combined funding is a decrease of \$10,659,556 compared to estimated net FY 2018. The combined funding decrease is due to the transfer of the Office of Motor Vehicle Enforcement from the Motor Vehicle Division to the Highway Division.

NOTE: The Division is responsible for administering and enforcing federal and State motor vehicle laws and regulations, including testing, licensing, and sanctioning of all drivers. The Division maintains and oversees driver- and vehicle-related functions, including all driver history files, central issuance of driver's licenses, crash reports, vehicle titles, vehicle registrations, driver offenses, permits, county-based registrations, issuance of special plates, and driver safety and education.

2 31	d. <del>Performance and technology</del> Strategic performance:		
2 32		.....\$	262,670
2 33			<u>671,369</u>

Road Use Tax Fund appropriation to the DOT for the Strategic Performance Division.

DETAIL: This is an increase of \$123,041 compared to estimated net FY 2018. The Strategic Performance Division also receives an appropriation of \$4,124,123 from the PRF in this Bill, for a total appropriation of \$4,795,492. The combined funding is an increase of \$882,311 compared to estimated net FY 2018. This increase will fund the transfer of the Office of Policy and Legislative Services from the Administrative Services Division, which includes the salaries of 7.00

FTE positions along with the administrative costs of the office.

NOTE: The Division facilitates the coordination and management of departmental research activities in collaboration with others; facilitates research needs identification, research program development, implementation, and related funding, and is responsible for guiding the process improvement and strategic planning initiatives. This division was formerly known as the Performance and Technology Division.

Road Use Tax Fund appropriation to the DOT for the Highway Division.

DETAIL: This is an increase of \$10,233,174 compared to estimated net FY 2018. The Highway Division also receives an appropriation of \$247,828,001 from the PRF in this Bill, for a total appropriation of \$258,061,175. The combined funding is an increase of \$11,569,556 compared to estimated net FY 2018. In previous fiscal years, the Highway Division was entirely funded by the PRF.

The changes in funding to the RUTF appropriation include:

- An increase of \$10,214,176 from the RUTF for the transfer of the Office of Motor Vehicle Enforcement from the Motor Vehicle Division to the Highway Division, which includes the salaries of 107.00 FTE positions, vehicle depreciation, and administrative costs.
- An increase of \$18,998 from the RUTF for increased equipment depreciation costs as medium- and heavy-duty equipment replacement changes from a 15-year cycle to a 12-year cycle.

**NOTE:** The Highway Division develops, designs, constructs, and maintains the State's Primary Road System, including primary roadways and bridges. The Division oversees maintenance projects on highways and bridges, the Adopt-a-Highway Program, roadside management, rest area administration, road weather information systems, traffic safety, safety management systems, snow and ice control, and the general operation and preservation of the highway system. The Division also includes the Office of Motor Vehicle Enforcement, which enforces commercial vehicle laws.

Road Use Tax Fund appropriation to the DOT for payment to the Department of Administrative Services (DAS) for personnel and utility services.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation from the PRF of \$1,594,440 for DAS utility services in this Bill, for a total

2 34 e. Highways:

2 35 ..... \$ 10,233,174

3	1	3. For payments to the department of administrative		
3	2	services for utility services:		
3	3		\$	129,780
3	4			259,560

appropriation of \$1,854,000. This combined funding represents no change compared to estimated net FY 2018.

NOTE: State departments are required to purchase utility services (personnel and other services) through the DAS. Utility services include: human resources, general services such as the DOT office space in the Lucas State Office Building, and information technology services such as directory service, the Information Security Office, and user authentication and authorization. Utility costs also include funding for use of the I/3 Budget System and marketplace services offered by the DAS.

3	5	4. For unemployment compensation:	
3	6	.....	\$ 3,500
3	7		<u>7,000</u>

Road Use Tax Fund appropriation to the DOT for the payment of unemployment compensation costs.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation of \$138,000 for unemployment compensation from the PRF in this Bill, for a total appropriation of \$145,000. This combined funding represents no change compared to estimated net FY 2018.

3	8	5. For payments to the department of administrative	
3	9	services for paying workers' compensation claims under chapter	
3	10	85 on behalf of employees of the department of transportation:	
3	11	.....	\$ 87,740
3	12		<u>175,748</u>

Road Use Tax Fund appropriation to the DOT for the payment of workers' compensation costs.

DETAIL: This is an increase of \$268 compared to estimated net FY 2018. The Department also receives an appropriation of \$4,217,954 for workers' compensation costs from the PRF in this Bill, for a total appropriation of \$4,393,702. This combined funding is an increase of \$6,698 compared to estimated net FY 2018.

3	13	6. For payment to the general fund of the state for indirect	
3	14	cost recoveries:	
3	15	.....	\$ 45,000
3	16		<u>90,000</u>

Road Use Tax Fund appropriation to the DOT for payment of indirect cost recoveries to the General Fund.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation of \$660,000 for indirect cost recoveries from the PRF in this Bill, for a total appropriation of \$750,000. This combined funding represents no change compared to estimated net FY 2018.

NOTE: Iowa Code section [8A.505](#) requires all agencies funded by resources other than the State General Fund to make payments to the General Fund for recovery of indirect costs associated with centralized services provided by other State agencies that receive funding from the General Fund, such as services from the Treasurer of State for cash receipt collection and warrant redemption.



3 17 7. For reimbursement to the auditor of state for audit  
 3 18 expenses as provided in section 11.5B:  
 3 19 .....\$ 43,659  
 3 20 ..... 87,318

Road Use Tax Fund appropriation to the DOT for State Auditor reimbursement.

DETAIL: This is an increase of \$2,436 compared to estimated net FY 2018. The Department also receives an appropriation of \$536,382 for State Auditor expenses from the PRF in this Bill, for a total appropriation of \$623,700. This combined funding is an increase of \$17,400 compared to estimated net FY 2018.

3 21 8. For automation, telecommunications, and related costs  
 3 22 associated with the county issuance of driver's licenses and  
 3 23 vehicle registrations and titles:  
 3 24 .....\$ 703,000  
 3 25 ..... 1,406,000

Road Use Tax Fund appropriation to the DOT to support the issuance of driver's licenses, vehicle registrations, and titles at county treasurer offices throughout the State.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The appropriation is used for electronic processing of debit and credit cards for payment of driver's license fees, nonoperator identification card fees, and civil penalties at county treasurer sites.

NOTE: In addition to this appropriation, and in accordance with Iowa Code section [312.2](#), the Department receives an annual RUTF standing appropriation of \$650,000 for the purchase of automation and telecommunications equipment, and to fund support for issuing vehicle registrations, titles, and driver's licenses at county treasurer offices.

3 26 9. For costs associated with the participation in the  
 3 27 Mississippi river parkway commission:  
 3 28 .....\$ 20,000  
 3 29 ..... 40,000

Road Use Tax Fund appropriation to the DOT for the Mississippi River Parkway Commission.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. This appropriation will fund annual organization dues and operational costs of the Commission.

NOTE: The Mississippi River Parkway Commission (MRPC) is a multistate organization that is comprised of the states bordering the Mississippi River. Each state has its own individual commission. There is one representative from each member state appointed by the governor of that state, each serving four-year terms. In addition to those members appointed by state governors, there are seven advisory, ex-officio members of the MRPC. The MRPC meets quarterly.

3 30 10. For costs associated with the traffic and criminal  
 3 31 software program and the mobile architecture and communications  
 3 32 handling program:  
 3 33 .....\$ 150,000  
 3 34 ..... 300,000

Road Use Tax Fund appropriation to the DOT for the maintenance of the Traffic and Criminal Software (TraCS) and Mobile Architecture and Communications Handling (MACH) systems.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. This appropriation will support program administration

3 35 11. For motor vehicle division field facility maintenance  
 4 1 projects at various locations:  
 4 2 .....\$ 150,000  
 4 3 .....300,000

4 4 For purposes of section 8.33, unless specifically provided  
 4 5 otherwise, moneys appropriated in subsection 11 that remain  
 4 6 unencumbered or unobligated shall not revert but shall remain  
 4 7 available for expenditure for the purposes designated until  
 4 8 the close of the fiscal year that ends three years after the  
 4 9 end of the fiscal year for which the appropriation was made.  
 4 10 However, if the projects for which the appropriation was  
 4 11 made are completed in an earlier fiscal year, unencumbered  
 4 12 or unobligated moneys shall revert at the close of that same  
 4 13 fiscal year.

4 14 12. For costs associated with the statewide  
 4 15 interoperability network:  
 4 16 .....\$ 497,191

4 17 Sec. 2. 2017 Iowa Acts, chapter 164, section 4, is amended  
 4 18 to read as follows:  
 4 19 SEC. 4. PRIMARY ROAD FUND. There is appropriated from the  
 4 20 primary road fund created in section 313.3 to the department of

and future project enhancements.

NOTE: The TraCS system collects vehicle collision data from law enforcement agencies and provides an electronic platform for citations. The MACH system enables the sharing of information among public safety agencies. The systems provide enhanced dispatch features and other communications features.

Road Use Tax Fund appropriation to the DOT for Motor Vehicle Division field facility maintenance projects at various locations throughout the State.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. Funds are used to maintain weigh scales and driver's license stations.

CODE: Permits any unexpended funds for motor vehicle field facility maintenance at the close of FY 2019 to be available for expenditure through FY 2022.

Road Use Tax Fund appropriation for the Statewide Interoperable Communications System.

DETAIL: This is a new appropriation from the RUTF. This appropriation will support the DOT's portion of the lease payment and maintenance of the system along with tower rental payments to Iowa Public Television (IPTV). The Department also receives an appropriation from the PRF of \$3,054,172 in this Bill, for a total appropriation of \$3,551,363.

NOTE: This is the first year this payment has been recommended to be funded by the RUTF and the PRF. Previous payments have been funded by the Rebuild Iowa Infrastructure Fund (RIIF) and the E911 Fund.

Section 2 of this Bill provides PRF appropriations to the DOT for FY 2019.

4 21 transportation for the fiscal year beginning July 1, 2018, and  
 4 22 ending June 30, 2019, the following amounts, or so much thereof  
 4 23 as is necessary, to be used for the purposes designated:

4 24 1. For salaries, support, maintenance, miscellaneous  
 4 25 purposes, and for not more than the following full-time  
 4 26 equivalent positions:

4 27	a.— <del>Operations</del> <u>Administrative services</u> :	
4 28	.....	\$ 20,579,024
4 29	.....	<u>41,020,512</u>
4 30	..... FTEs	<u>259.00</u>
4 31	..... FTEs	<u>250.00</u>

NOTE: [Senate File 516](#) (FY 2018 Standing Appropriations Act) permits salary adjustments to be funded from unappropriated moneys remaining in the RUTF and the PRF for FY 2019.

Primary Road Fund appropriation to the DOT for administrative services, including funding for the Administrative Services Division and the Information and Technology Division.

DETAIL: This is a decrease of \$662,075 and a decrease of 6.00 FTE positions compared to estimated net FY 2018. Administrative services also receive an appropriation of \$6,677,758 from the RUTF in this Bill, for a total appropriation of \$47,698,270. This combined funding is a decrease of \$769,854 compared to estimated net FY 2018. The decrease is due to the transfer of 6.00 FTE positions and associated salaries from the Administrative Services Division to the Strategic Performance Division.

NOTE: Administrative services include the Administrative Services Division, Information Technology Division, Office of the Director, Transportation Commission, and General Counsel.

4 32	b. Planning:	
4 33	.....	\$ 4,270,616
4 34	.....	<u>8,508,616</u>
4 35	..... FTEs	<u>97.00</u>
5 1	..... FTEs	<u>94.00</u>

Primary Road Fund appropriation to the DOT for the Planning, Programming, and Modal Division.

DETAIL: This is a decrease of \$107,119 compared to estimated net FY 2018. The Planning, Programming, and Modal Division also receives an appropriation of \$447,822 from the RUTF in this Bill, for a total appropriation of \$8,956,438. The combined funding is a decrease of \$112,757. The decrease is due to the transfer of 1.00 FTE position and associated salary to the Strategic Performance Division.

NOTE: The Planning, Programming, and Modal Division includes the Offices of Aviation, Rail Transportation, Program Management, Systems Planning, Public Transit, and Transportation Data.

[House File 2256](#) (Reports on Secondary Road Construction and Structurally Deficient Bridges Act) directs the DOT to prepare a report on the estimated impact of electric, hybrid-electric, and high efficiency vehicles on future revenue to the RUTF by December 31, 2018. The Planning, Programming, and Modal Division will be the entity for producing the report.

5	2	c. Highways:		
5	3		\$	122,985,456
5	4			247,828,001
5	5		FTEs	4,962.00
5	6		FTEs	2,056.00

Primary Road Fund appropriation to the DOT for the Highway Division.

DETAIL: This is an increase of \$1,336,382 and an increase of 107.00 FTE positions compared to estimated net FY 2018. The Highway Division also receives an appropriation of \$10,233,174 from the RUTF for a total appropriation of \$258,061,175. The combined funding is an increase of \$11,569,556 compared to estimated net FY 2018. In previous fiscal years, the Highway Division was funded entirely by the PRF.

The changes in funding to the PRF appropriation include:

- An increase of \$445,380 from the PRF for the transfer of the Office of Motor Vehicle Enforcement from the Motor Vehicle Division, which includes the salaries of 107.00 FTE positions, vehicle depreciation, and administrative costs.
- An increase of \$891,002 from the PRF for increased equipment depreciation costs as medium- and heavy-duty equipment replacement changes from a 15-year cycle to a 12-year cycle.

NOTE: The Highway Division develops, designs, constructs, and maintains the State's Primary Road System, including primary roadways and bridges. The Division oversees maintenance projects on highways and bridges, the Adopt-A-Highway Program, roadside management, rest area administration, road weather information systems, traffic safety, safety management systems, snow and ice control, and the general operation and preservation of the highway system. The Division also includes the Office of Motor Vehicle Enforcement, which enforces commercial vehicle laws.

[Senate File 2163](#) (Lighting Devices or Reflectors on Department of Transportation Vehicles or Equipment Used for Snow and Ice Treatment or Removal Act) repeals language in Iowa Code section [321.423](#) that sunsets the provisions for the pilot program that permits the Department of Transportation (DOT) to install rear-facing blue and white lights on a limited number of snow removal equipment. Installation of the lights on the remaining snow removal equipment is expected to cost the Highway Division \$335,000 in FY 2019.

5	7	d. Motor vehicles:		
5	8		\$	750,213
5	9			1,081,781
5	10		FTEs	395.00
5	11		FTEs	281.00

Primary Road Fund appropriation to the DOT for the Motor Vehicle Division.

DETAIL: This is a decrease of \$445,380 from the PRF and a decrease of 107.00 FTE positions compared to estimated net FY 2018. The Motor Vehicle Division also receives an appropriation of \$25,962,748 from the RUTF in this Bill, for a total appropriation of \$27,044,529. This combined funding is a decrease of \$10,659,556 compared to estimated

net FY 2018. The combined funding decrease is due to the transfer of the Office of Motor Vehicle Enforcement from the Motor Vehicle Division to the Highway Division.

NOTE: The Division is responsible for administering and enforcing federal and State motor vehicle laws and regulations, including testing, licensing, and sanctioning of all drivers. The Division maintains and oversees driver- and vehicle-related functions, including all driver history files, central issuance of driver's licenses, crash reports, vehicle titles, vehicle registrations, driver offenses, permits, county-based registrations, issuance of special plates, and driver safety and education.

5 12	e.— <del>Performance and technology</del> <u>Strategic performance:</u>	
5 13	.....	\$ 1,611,825
5 14	.....	4,124,123
5 15	..... FTEs	35.00
5 16	..... FTEs	41.00

Primary Road Fund appropriation to the DOT for the Strategic Performance Division.

DETAIL: This is an increase of \$759,270 and an increase of 7.00 FTE positions compared to estimated net FY 2018. The Strategic Performance Division also receives an appropriation of \$671,369 from the RUTF in this Bill, for a total appropriation of \$4,795,492. This combined funding is an increase of \$882,311 compared to estimated net FY 2018. This increase will fund the transfer of the Office of Policy and Legislative Services from the Administrative Services Division, which includes the salaries of 7.00 FTE positions along with the administrative costs of the office.

NOTE: The Strategic Performance Division facilitates the coordination and management of departmental research activities in collaboration with others; facilitates research needs identification, research program development, implementation, and related funding; and is responsible for guiding the process improvement and strategic planning initiatives. This division was formerly known as the Performance and Technology Division.

5 17	2. For payments to the department of administrative	
5 18	services for utility services:	
5 19	.....	\$ 797,220
5 20	.....	1,594,440

Primary Road Fund appropriation to the DOT for payment to the DAS for personnel and utility services.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation from the RUTF of \$259,560 in this Bill, for a total appropriation of \$1,854,000. This combined funding represents no change compared to estimated net FY 2018.

NOTE: State departments are required to purchase utility services (personnel and other services) through the DAS. Utility services include: human resources, general services such as the DOT office space in the Lucas State Office Building, and information technology

5 21	3. For unemployment compensation:	
5 22	.....	\$ 69,000
5 23		<u>138,000</u>

services such as directory service, the Information Security Office, and user authentication and authorization. Utility costs also include funding for use of the I/3 Budget System and marketplace services offered by the DAS.

Primary Road Fund appropriation to the DOT for the payment of unemployment compensation costs.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation of \$7,000 for unemployment compensation from the RUTF in this Bill, for a total appropriation of \$145,000. This combined funding represents no change compared to estimated net FY 2018.

5 24	4. For payments to the department of administrative	
5 25	services for paying workers' compensation claims under	
5 26	chapter 85 on behalf of the employees of the department of	
5 27	transportation:	
5 28	.....	\$ 2,105,762
5 29		<u>4,217,954</u>

Primary Road Fund appropriation to the DOT for the payment of workers' compensation costs.

DETAIL: This is an increase of \$6,430 compared to estimated net FY 2018. The Department also receives an appropriation of \$175,748 for workers' compensation costs from the RUTF in this Bill, for a total appropriation of \$4,393,702. This funding represents a combined increase of \$6,698 compared to estimated net FY 2018.

5 30	5. For disposal of hazardous wastes from field locations and	
5 31	the central complex:	
5 32	.....	\$ 400,000
5 33		<u>800,000</u>

Primary Road Fund appropriation for costs associated with the disposal of hazardous wastes.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018.

NOTE: The appropriation is used for costs associated with hazardous waste resulting from the day-to-day operations of the Department, to comply with environmental regulations. The DOT contracts with private sector firms for hazardous waste disposal services.

5 34	6. For payment to the general fund of the state for indirect	
5 35	cost recoveries:	
6 1	.....	\$ 330,000
6 2		<u>660,000</u>

Primary Road Fund appropriation to the DOT for payment of indirect cost recoveries to the General Fund.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018. The Department also receives an appropriation of \$90,000 from the RUTF for indirect cost recoveries in this Bill, for a total appropriation of \$750,000. This combined funding represents no change compared to estimated net FY 2018.

NOTE: Iowa Code section [8A.505](#) requires the DOT to make payments to the General Fund for recovery of indirect costs associated with centralized services provided by other State agencies that receive

6 3 7. For reimbursement to the auditor of state for audit  
 6 4 expenses as provided in section 11.5B:  
 6 5 .....\$ 268,191  
 6 6 .....536,382

funding from the General Fund, such as services from the Treasurer of State for cash receipt collection and warrant redemption.

Primary Road Fund appropriation to the DOT for State Auditor reimbursement.

DETAIL: This is an increase of \$14,964 compared to estimated net FY 2018. The Department also receives an appropriation of \$87,318 from the RUTF for State Auditor expenses in this Bill, for a total appropriation of \$623,700. The combined funding is an increase of \$17,400 compared to estimated net FY 2018.

6 7 8. For costs associated with producing transportation maps:  
 6 8 .....\$ 121,000  
 6 9 .....242,000

Primary Road Fund appropriation to the DOT to print paper transportation maps.

DETAIL: This appropriation is generally funded every other fiscal year and is estimated to fund production of 1,400,000 maps in FY 2019 and FY 2020.

6 10 9. For inventory and equipment replacement:  
 6 11 .....\$ 5,232,500  
 6 12 .....10,465,000

Primary Road Fund appropriation to the DOT for inventory and equipment replacement.

DETAIL: This is a decrease of \$70,000 compared to estimated net FY 2018. The funds are deposited in the Materials and Equipment Revolving Fund, established in Iowa Code section [307.47](#). The Fund pays for materials and supplies, inventoried stock supplies, maintenance and operational costs of equipment, and equipment replacements.

6 13 9A. For costs associated with the statewide  
 6 14 interoperability network:  
 6 15 .....\$ 3,054,172

Primary Road Fund appropriation for the Statewide Interoperable Communications System.

DETAIL: This is a new appropriation from the PRF. This appropriation will help to support the DOT's portion of the lease payment and maintenance of the system along with tower rental payments to IPTV. The Department also receives an appropriation from the RUTF of \$497,191 in this Bill, for a total appropriation of \$3,551,363.

NOTE: This is the first year this payment has been recommended to be funded by the PRF and RUTF. Previous payments have been funded by the RIIF and the E911 Fund.

6 16 10. For utility improvements at various locations:  
 6 17 .....\$ 200,000  
 6 18 .....400,000

Primary Road Fund appropriation to the DOT for utility improvements.

DETAIL: Maintains the current level of funding compared to estimated

6 19	11. For roofing projects at various locations:		
6 20	.....	\$	250,000
6 21			<u>500,000</u>

net FY 2018.

NOTE: The funds are used for utility improvements at various locations throughout the State. The improvements include upgrading existing electrical systems that are being used beyond the original load design for the facilities. The existing electrical systems were not designed for the power requirements of new equipment and tools for processes like brine operations. The DOT typically tries to upgrade six facilities per year.

Primary Road Fund appropriation to the DOT for garage roofing projects.

DETAIL: Maintains the current funding level compared to estimated net FY 2018.

NOTE: Funding is used for roofing improvements at various garage locations throughout the State. The appropriation is not sufficient to replace all roofs in need of replacement. The Department will prioritize and address those most in need of replacement.

6 22	12. For heating, cooling, and exhaust system improvements		
6 23	at various locations:		
6 24	.....	\$	350,000
6 25			<u>700,000</u>

Primary Road Fund appropriation to the DOT for heating, cooling, and exhaust system improvements.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018.

NOTE: These funds are used for heating, ventilation, and air conditioning (HVAC) improvements at various locations throughout the State.

6 26	13. For deferred maintenance projects at field facilities		
6 27	throughout the state:		
6 28	.....	\$	850,000
6 29			<u>1,700,000</u>

Primary Road Fund appropriation to the DOT for deferred maintenance projects at various field facilities statewide.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018.

NOTE: The appropriation provides funding for field facility maintenance needs, such as replacing windows, painting buildings, paving driveways, and other various repairs.

6 30	14. For maintenance projects at rest area facilities		
6 31	throughout the state:		
6 32	.....	\$	125,000
6 33			<u>250,000</u>

Primary Road Fund appropriation to the DOT for maintenance of rest area facilities.

DETAIL: Maintains the current level of funding compared to estimated net FY 2018.



6 34 15. For improvements related to compliance with the federal  
 6 35 Americans with Disabilities Act to facilities throughout the  
 7 1 state:  
 7 2 .....\$ 75,000  
 7 3 .....150,000

NOTE: Potential projects include HVAC systems, security cameras, and other modifications.

Primary Road Fund appropriation to the DOT for improvements to comply with the federal Americans with Disabilities Act (ADA).

DETAIL: Maintains the current level of funding compared to estimated net FY 2018.

NOTE: Potential improvements to DOT facilities include entrances, parking, sidewalks, restrooms, and public areas.

7 4 16. For renovations to the Waterloo maintenance garage:  
 7 5 .....\$ 895,000  
 7 6 .....1,790,000

Primary Road Fund appropriation to the DOT for the upgrade of the Waterloo maintenance garage.

DETAIL: This is a new appropriation for FY 2019. The appropriation will upgrade the existing Waterloo maintenance garage to replace radiant heat, upgrade the electrical system, replace the garage roof, add a mechanics bay, improve drainage, and remodel for ADA compliance.

7 7 For purposes of section 8.33, unless specifically provided  
 7 8 otherwise, moneys appropriated in subsections 10 through 16  
 7 9 that remain unencumbered or unobligated shall not revert  
 7 10 but shall remain available for expenditure for the purposes  
 7 11 designated until the close of the fiscal year that ends  
 7 12 three years after the end of the fiscal year for which the  
 7 13 appropriation was made. However, if the project or projects  
 7 14 for which such appropriation was made are completed in an  
 7 15 earlier fiscal year, unencumbered or unobligated moneys shall  
 7 16 revert at the close of that same fiscal year.

CODE: Permits any unexpended funds remaining at the close of FY 2019 to remain available for expenditure through FY 2022.

7 17 DIVISION II  
 7 18 DEPARTMENT OF TRANSPORTATION EMPLOYEES DESIGNATED AS PEACE  
 7 19 OFFICERS

7 20 Sec. 3. 2017 Iowa Acts, chapter 149, section 4, is amended  
 7 21 to read as follows:

7 22 SEC. 4. REPEAL. The section of this Act amending section  
 7 23 321.477 is repealed July 1, 2018 2019.

CODE: Amends the sunset date for 2017 Iowa Acts, chapter [149](#) (Motor Vehicle Regulations and Enforcement), to July 1, 2019. The Act authorizes the police powers and duties of the DOT's sworn officers in the Office of Motor Vehicle Enforcement.

7 24 Sec. 4. EFFECTIVE DATE. This division of this Act, being

Specifies that Division II, relating to sworn officers authorized by the

7 25 deemed of immediate importance, takes effect upon enactment.

DOT, is effective upon enactment.

7 26 DIVISION III  
7 27 SPECIAL MINOR'S LICENSES

7 28 Sec. 5. Section 321.194, subsection 1, Code 2018, is amended  
7 29 to read as follows:

CODE: Division III amends Iowa Code to allow for special minor's driver's licenses to be issued to students attending accredited nonpublic schools.

7 30 1. PERSONS ELIGIBLE.—~~Upon certification of a special need~~  
7 31 ~~by the school board, superintendent of the applicant's school,~~  
7 32 ~~or principal, if authorized by the superintendent, the~~ The  
7 33 department may issue a class C or M driver's license to a  
7 34 person between the ages of fourteen and eighteen years if all  
7 35 of the following apply:

DETAIL: Current Iowa Code does not allow for the issuance of a special minor's driver's license to a student attending an accredited nonpublic school. Division III also clarifies eligibility and permitted operations for students who attend public schools who are eligible for a special minor's driver's license.

8 1 a. The person's driving privileges have not been suspended,  
8 2 revoked, or barred under this chapter or chapter 321J during,  
8 3 and the person has not been convicted of a moving traffic  
8 4 violation or involved in a motor vehicle accident for, the  
8 5 six-month period immediately preceding the application for the  
8 6 special minor's license.  
8 7 b. The person has successfully completed an approved driver  
8 8 education course. However, the completion of a course is not  
8 9 required if the applicant demonstrates to the satisfaction  
8 10 of the department that completion of the course would impose  
8 11 a hardship upon the applicant. The department shall adopt  
8 12 rules defining the term "hardship" and establish procedures for  
8 13 the demonstration and determination of when completion of the  
8 14 course would impose a hardship upon an applicant.

8 15 c. The person's school has certified to the department  
8 16 that the person has a special need for the license pursuant to  
8 17 subsection 3.

CODE: Requires that an eligible student have a special need for a driver's license, and that a student's school certify the special need to the DOT.

8 18 Sec. 6. Section 321.194, subsection 2, paragraph a, Code  
8 19 2018, is amended to read as follows:

8 20 a. PERMITTED OPERATIONS. The driver's license entitles  
8 21 the ~~holder~~ licensee, while having the license in immediate  
8 22 possession, to operate a motor vehicle, other than a commercial  
8 23 motor vehicle or as a chauffeur, during the times and for the  
8 24 purposes set forth in this paragraph.

8 25 (1) If the licensee attends a public school, the licensee  
8 26 may operate a motor vehicle during the hours of 5:00 a.m.to  
8 27 10:00 p.m.as follows:

8 28 (a) During the hours of 5:00 a.m.to 10:00 p.m.over Over  
8 29 the most direct and accessible route between the licensee's  
8 30 residence and schools of enrollment or the closest school bus  
8 31 stop or public transportation service, and between schools of  
8 32 enrollment, for the purpose of attending duly scheduled courses

8 33 of instruction and extracurricular activities within the school  
 8 34 district of enrollment.  
 8 35 ~~—(2) (b) During the hours of 5:00 a.m. to 10:00 p.m.~~  
 9 1 ~~over~~ Over the most direct and accessible route between the  
 9 2 licensee's residence or school of enrollment and a site,  
 9 3 facility, or school that is not the licensee's school of  
 9 4 enrollment, for the purpose of participating in extracurricular  
 9 5 activities conducted under a sharing agreement with the  
 9 6 licensee's school of enrollment or conducted at a site ~~or~~  
 9 7 facility, ~~or school~~ designated by the licensee's school  
 9 8 district for the accommodation of the school's extracurricular  
 9 9 activities, provided the site, facility, or school is within  
 9 10 the licensee's school district of enrollment or is within a  
 9 11 school district contiguous to the licensee's school district  
 9 12 of enrollment.

9 13 (2) If the licensee attends an accredited nonpublic school,  
 9 14 the licensee may operate a motor vehicle during the hours of  
 9 15 5:00 a.m. to 10:00 p.m. as follows:  
 9 16 (a) Over the most direct and accessible route between  
 9 17 the licensee's residence and schools of enrollment or the  
 9 18 closest school bus stop or public transportation service, and  
 9 19 between schools of enrollment, for the purpose of attending  
 9 20 duly scheduled courses of instruction and extracurricular  
 9 21 activities, provided the driving distance between the point of  
 9 22 origin and the destination is no more than twenty-five miles.  
 9 23 (b) Over the most direct and accessible route between  
 9 24 the licensee's residence or school of enrollment and a site,  
 9 25 facility, or school that is not the licensee's school of  
 9 26 enrollment, for the purpose of participating in extracurricular  
 9 27 activities conducted at a site, facility, or school designated  
 9 28 by the licensee's school of enrollment for the accommodation of  
 9 29 the school's extracurricular activities, provided the driving  
 9 30 distance between the point of origin and the destination is no  
 9 31 more than twenty-five miles.  
 9 32 (3) To a service station for the purpose of refueling, so  
 9 33 long as the service station is the station closest to the route  
 9 34 on which the licensee is traveling ~~on~~ under subparagraph (1)  
 9 35 or (2).  
 10 1 (4) At any time when the licensee is accompanied in  
 10 2 accordance with section 321.180B, subsection 1.

10 3 Sec. 7. Section 321.194, subsection 3, Code 2018, is amended  
 10 4 to read as follows:  
 10 5 3. CERTIFICATION OF NEED AND ISSUANCE OF LICENSE.  
 10 6 a. Each application shall be accompanied by a statement from  
 10 7 the school board, superintendent, or principal, if authorized  
 10 8 ~~by the superintendent, of the applicant's school of enrollment.~~

CODE: Places restrictions on students who have been issued special minor's driver's licenses to operate a motor vehicle. Permitted operations must meet the following requirements:

- Between the hours of 5:00 am and 10:00 pm.
- Over the most direct and accessible route to the school of enrollment or place of extracurricular activities.
- When the driving distance is no more than 25 miles between the point of origin and the destination.

10 9 The statement shall be upon a form provided by the department:  
 10 10 ~~The school board, superintendent, or principal, if authorized~~  
 10 11 ~~by the superintendent, and~~ shall certify that a need exists for  
 10 12 the license and that the ~~board, superintendent, or principal~~  
 10 13 ~~authorized by the superintendent~~ person signing the statement  
 10 14 is not responsible for actions of the applicant which pertain  
 10 15 to the use of the driver's license.

10 16 (1) If the applicant attends a public school, the  
 10 17 certification shall be made by the school board, superintendent  
 10 18 of the applicant's school, or principal, if authorized by the  
 10 19 superintendent.

CODE: Specifies that a public school board, superintendent of the applicant's school, or principal of the applicant's school is authorized to issue a certificate of need.

10 20 (2) If the applicant attends an accredited nonpublic  
 10 21 school, the certification shall be made by the authorities in  
 10 22 charge of the accredited nonpublic school or a duly authorized  
 10 23 representative of the authorities.  
 10 24 b. Upon receipt of a statement of necessity, the department  
 10 25 shall issue the driver's license provided the applicant is  
 10 26 otherwise eligible for issuance of the license. The fact that  
 10 27 the applicant resides at a distance less than one mile from the  
 10 28 applicant's school of enrollment is prima facie evidence of the  
 10 29 nonexistence of necessity for the issuance of a license.

CODE: Specifies that an authority or authorized representative of an authority of an accredited nonpublic school shall issue the certificate of need.

10 30 c. The school ~~board~~ shall develop and adopt a policy  
 10 31 establishing the criteria that ~~the school~~ shall ~~be used~~  
 10 32 ~~by a school district administrator~~ use to approve or deny  
 10 33 certification that a need exists for a license. If the school  
 10 34 is a public school, the policy shall be developed and adopted  
 10 35 by the school board. If the school is an accredited nonpublic  
 11 1 school, the policy shall be developed and adopted according  
 11 2 to procedures determined by the authorities in charge of the  
 11 3 accredited nonpublic school.  
 11 4 d. ~~The A~~ student enrolled in a public school may appeal  
 11 5 to the school board the decision of a school district  
 11 6 administrator to deny certification. A student enrolled in an  
 11 7 accredited nonpublic school may appeal the school's decision to  
 11 8 deny certification as permitted by the authorities in charge of  
 11 9 the accredited nonpublic school. The decision of the school  
 11 10 board ~~or authorities in charge of the accredited nonpublic~~  
 11 11 school is final.  
 11 12 e. The driver's license shall not be issued for purposes  
 11 13 of attending a public school in a school district other than  
 11 14 either of the following:  
 11 15 a. (1) The district of residence of the parent or guardian  
 11 16 of the student.  
 11 17 b. (2) A district which is contiguous to the district of  
 11 18 residence of the parent or guardian of the student, if the

CODE: Specifies that the school board of a public school shall develop and adopt policies pertaining to the approval or denial of such certifications of special need for public schools. In the case of an accredited nonpublic school, the policies shall be developed and adopted by the authorities in charge of the accredited nonpublic school.

11 19 student is enrolled in the public school which is not the  
11 20 school district of residence because of open enrollment under  
11 21 section 282.18 or as a result of an election by the student's  
11 22 district of residence to enter into one or more sharing  
11 23 agreements pursuant to the procedures in chapter 282.

11 24 f. The driver's license shall not be issued for purposes  
11 25 of attending an accredited nonpublic school if the driving  
11 26 distance between the school and the residence of the parent or  
11 27 guardian of the student is more than twenty-five miles.

CODE: Specifies that a special minor's driver's license shall not be issued to a student of an accredited nonpublic school if the driving distance is more than 25 miles from the residence of the student's parent or guardian.

**Transportation Appropriations Bill — HF 2494**  
**FY 2019**

	<b>Actual FY 2017</b>	<b>Estimated Net FY 2018</b>	<b>HF 2494 FY 2019</b>	<b>HF 2494 vs. Est. Net FY 2018</b>
<b>Driver's License Equipment Lease/</b>				
<b>Central Issuance</b>				
Road Use Tax Fund	\$ 3,876,000	\$ 3,876,000	\$ 3,876,000	\$ 0
<b>Administrative Services</b>				
Road Use Tax Fund	\$ 6,679,706	\$ 6,785,537	\$ 6,677,758	\$ -107,779
Primary Road Fund	41,032,482	41,682,587	41,020,512	-662,075
Total Administrative Services	\$ 47,712,188	\$ 48,468,124	\$ 47,698,270	\$ -769,854
FTE Positions	233.1	256.0	250.0	-6.0
<b>Planning &amp; Programming</b>				
Road Use Tax Fund	\$ 446,789	\$ 453,460	\$ 447,822	\$ -5,638
Primary Road Fund	8,488,981	8,615,735	8,508,616	-107,119
Total Planning & Programming	\$ 8,935,770	\$ 9,069,195	\$ 8,956,438	\$ -112,757
FTE Positions	82.1	95.0	94.0	-1.0
<b>Motor Vehicles</b>				
Road Use Tax Fund	\$ 36,063,965	\$ 36,176,924	\$ 25,962,748	\$ -10,214,176
Primary Road Fund	1,502,665	1,527,161	1,081,781	-445,380
Total Motor Vehicles	\$ 37,566,630	\$ 37,704,085	\$ 27,044,529	\$ -10,659,556
FTE Positions	366.7	388.0	281.0	-107.0
<b>Strategic Performance</b>				
Road Use Tax Fund	\$ 513,720	\$ 548,328	\$ 671,369	\$ 123,041
Primary Road Fund	3,155,710	3,364,853	4,124,123	759,270
Total Strategic Performance	\$ 3,669,430	\$ 3,913,181	\$ 4,795,492	\$ 882,311
FTE Positions	33.7	34.0	41.0	7.0
<b>Highway</b>				
Road Use Tax Fund	\$ 0	\$ 0	\$ 10,233,174	\$ 10,233,174
Primary Road Fund	244,749,911	246,491,619	247,828,001	1,336,382
Total Highway	\$ 244,749,911	\$ 246,491,619	\$ 258,061,175	\$ 11,569,556
FTE Positions	1,869.0	1,949.0	2,056.0	107.0
<b>Dept. of Administrative Services</b>				
Road Use Tax Fund	\$ 259,560	\$ 259,560	\$ 259,560	\$ 0
Primary Road Fund	1,594,440	1,594,440	1,594,440	0
Total DAS	\$ 1,854,000	\$ 1,854,000	\$ 1,854,000	\$ 0
<b>Unemployment Compensation</b>				
Road Use Tax Fund	\$ 7,000	\$ 7,000	\$ 7,000	\$ 0
Primary Road Fund	138,000	138,000	138,000	0
Total Unemployment Comp.	\$ 145,000	\$ 145,000	\$ 145,000	\$ 0
<b>Workers' Compensation</b>				
Road Use Tax Fund	\$ 157,938	\$ 175,480	\$ 175,748	\$ 268
Primary Road Fund	3,790,504	4,211,524	4,217,954	6,430
Total Workers' Comp.	\$ 3,948,442	\$ 4,387,004	\$ 4,393,702	\$ 6,698
<b>Indirect Cost Recoveries</b>				
Road Use Tax Fund	\$ 90,000	\$ 90,000	\$ 90,000	\$ 0
Primary Road Fund	660,000	660,000	660,000	0
Total Indirect Cost Recoveries	\$ 750,000	\$ 750,000	\$ 750,000	\$ 0
<b>Auditor Reimbursement</b>				
Road Use Tax Fund	\$ 82,516	\$ 84,882	\$ 87,318	\$ 2,436
Primary Road Fund	506,884	521,418	536,382	14,964
Total Auditor Reimbursement	\$ 589,400	\$ 606,300	\$ 623,700	\$ 17,400
<b>County Treasurers Support</b>				
Road Use Tax Fund	\$ 1,406,000	\$ 1,406,000	\$ 1,406,000	\$ 0
<b>TraCS/MACH</b>				
Road Use Tax Fund	\$ 300,000	\$ 300,000	\$ 300,000	\$ 0

**Transportation Appropriations Bill — HF 2494**  
**FY 2019**

	<b>Actual FY 2017</b>	<b>Estimated Net FY 2018</b>	<b>HF 2494 FY 2019</b>	<b>HF 2494 vs. Est. Net FY 2018</b>
<b>Mississippi River Parkway Commission</b>				
Road Use Tax Fund	\$ 40,000	\$ 40,000	\$ 40,000	\$ 0
<b>Statewide Interoperable Comm. System</b>				
Road Use Tax Fund	\$ 0	\$ 0	\$ 497,191	\$ 497,191
Primary Road Fund	0	0	3,054,172	\$ 3,054,172
Total Statewide Interoperable Comm. System	\$ 0	\$ 0	\$ 3,551,363	\$ 3,551,363
<b>MVD Field Facility Maintenance</b>				
Road Use Tax Fund	\$ 300,000	\$ 300,000	\$ 300,000	\$ 0
<b>Garage Fuel &amp; Waste Management</b>				
Primary Road Fund	\$ 800,000	\$ 800,000	\$ 800,000	\$ 0
<b>Transportation Maps</b>				
Primary Road Fund	\$ 242,000	\$ 0	\$ 242,000	\$ 242,000
<b>Inventory &amp; Equipment Replacement</b>				
Primary Road Fund	\$ 5,366,000	\$ 10,535,000	\$ 10,465,000	\$ -70,000
<b>Utility Improvements</b>				
Primary Road Fund	\$ 400,000	\$ 400,000	\$ 400,000	\$ 0
<b>Garage Roofing Projects</b>				
Primary Road Fund	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0
<b>HVAC Improvements</b>				
Primary Road Fund	\$ 700,000	\$ 700,000	\$ 700,000	\$ 0
<b>Field Facility Deferred Maintenance</b>				
Primary Road Fund	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 0
<b>ADA Improvements</b>				
Primary Road Fund	\$ 150,000	\$ 150,000	\$ 150,000	\$ 0
<b>Dubuque Garage Replacement</b>				
Road Use Tax Fund	\$ 0	\$ 600,000	\$ 0	\$ -600,000
Primary Road Fund	0	10,200,000	0	-10,200,000
Total Dubuque Garage Replacement	\$ 0	\$ 10,800,000	\$ 0	\$ -10,800,000
<b>Rest Area Facility Maintenance</b>				
Primary Road Fund	\$ 250,000	\$ 250,000	\$ 250,000	\$ 0
<b>Adair Garage Renovations</b>				
Primary Road Fund	\$ 0	\$ 1,478,000	\$ 0	\$ -1,478,000
<b>Waterloo Garage Renovations</b>				
Primary Road Fund	\$ 0	\$ 0	\$ 1,790,000	\$ 1,790,000
<b>Mount Pleasant/Fairfield Facility</b>				
Primary Road Fund	\$ 4,902,000	\$ 0	\$ 0	\$ 0
<b>Commercial Aviation Infrastructure Grants</b>				
State Aviation Fund	\$ 60,000	\$ 0	\$ 0	\$ 0
<b>General Aviation Infrastructure Grants</b>				
State Aviation Fund	\$ 750,000	\$ 0	\$ 0	\$ 0
<b>Grand Total</b>	<b>\$ 371,662,771</b>	<b>\$ 386,623,508</b>	<b>\$ 380,792,669</b>	<b>\$ -5,830,839</b>
<b>Total FTE Positions</b>	<b>2,584.6</b>	<b>2,722.0</b>	<b>2,722.0</b>	<b>0.0</b>
<b>Totals By Funding Source</b>				
Road Use Tax Fund	\$ 50,223,194	\$ 51,103,171	\$ 51,031,688	\$ -71,483
Primary Road Fund	320,629,577	335,520,337	329,760,981	-5,759,356
State Aviation Fund	810,000	0	0	0
<b>Total</b>	<b>\$ 371,662,771</b>	<b>\$ 386,623,508</b>	<b>\$ 380,792,669</b>	<b>\$ -5,830,839</b>